

RESTRICTED

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AP 101B-1005-12, Chap.3

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Chapter 3
(completely revised)

GROUND HANDLING

WARNING ...

THE RELEVANT SAFETY PRECAUTIONS DETAILED ON THE LETHAL WARNING CARD MUST ALWAYS BE OBSERVED BEFORE ENTERING THE COCKPIT OR PERFORMING ANY OPERATION UPON THE AIRCRAFT.

GROUND SAFETY LOCKS

Alighting gear

1. There are provided, for the main undercarriage, a quick-release pin, Ref.No.26DK/95032, for insertion into a hole in each down-lock jack; for the nose undercarriage, a clamp-type ground lock, Ref.No. 26DK/95033; neither is carried aboard the aircraft. A heavy duty ground lock, Ref.No. 26DK/95711, is provided for use in the event of a nose undercarriage malfunction. This lock must be fitted, whenever a nose undercarriage malfunction is indicated or suspected, before the aircraft is moved.

Flying controls

2. The flying control surfaces are irreversible and external locks are not required. The controls must be left in the neutral position.

COVERS

3. Aircraft covers and blanking plugs are not carried in the aircraft. The canopy seal must be kept inflated to prevent ingress of moisture in the cockpit, for which purpose, a tyre-inflating pump, Ref.No.4G/3743, with adapter, Ref.No.26DK/95369, is used to inflate the air storage bottle. A visual inspection of the seal and if necessary, re-inflation of the air storage bottle (para.4), must be carried out at regular and frequent intervals, whilst the aircraft remains without cover.

4. The aircraft is equipped with an air storage bottle, the purpose of which is to maintain the canopy seal inflated air pressure against loss due to leakage. The reserve of compressed air is sufficient to allow five complete operations of canopy inflation without the necessity of recharging the system. The bottle can be recharged by the tyre-inflating pump (para.3). The bottle-charging point is located behind access panel 25P.

COCKPIT ENTRY AND EXITS

5. Refer to Chapter 2.

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JACKING

6 Complete jacking and trestling is not necessary to remove any one wheel:

(1) For nose-wheel changing the equipment comprises 8-ton jack Ref.No.4Q/1045836 fitted with adapter head Mk.104, Ref.No.4Q/2663, and the nose-undercarriage jacking bracket Ref.No.26DK/95006.

(2) For main-wheel changing the 15-ton jack Ref.No.4Q/2657, adapter head Mk.104, Ref.No.4Q/2663, and main undercarriage jacking bracket Ref.No. 26DK/1503984 are used. Before jacking it is essential to ensure that the pad of the main undercarriage jacking bracket is square to, and in contact with, the undercarriage leg.

PICKETING

7 Picketing in conditions of wind velocity up to 60 knots is not necessary. For wind velocities between 60 and 80 knots, secondary point picketing is required; above 80 knots, primary and secondary points must be picketed. The position of the aircraft in relation to the wind direction is immaterial.

TOWING

8 Both forward and rearward towing requires the use of special equipment which is not carried in the aircraft. The cockpit must always be occupied during towing and a minimum of 2000 lb/in² hydraulic pressure must be available for braking. The minimum permissible turning radius is six feet measured outboard (towards the wing tip) from the inner main wheel of the turn. Any smaller radius could incur damage to the undercarriage legs.

WHEEL OR TYRE CHANGING

9 Wheel removal requires the use of special wheel retaining nut extractors which are not carried in the aircraft.

DRAINAGE HOLES, CHANNELS AND CUTAWAYS

10 (1) Drainage holes and vents throughout the airframe must be kept free from obstruction.

(2) There are four main areas where leakages, or accumulations of fuel and oils, are a potential fire hazard, and it is essential that their associated drainage systems are kept clear from obstruction. Illustrations have been provided which will enable servicing personnel to readily follow and maintain these systems, and to assist in the tracing of possible locations of blockages and for leaks. (Refer to Air diagram Min. 101B-1005-MD4 Sheets 1 to 6).

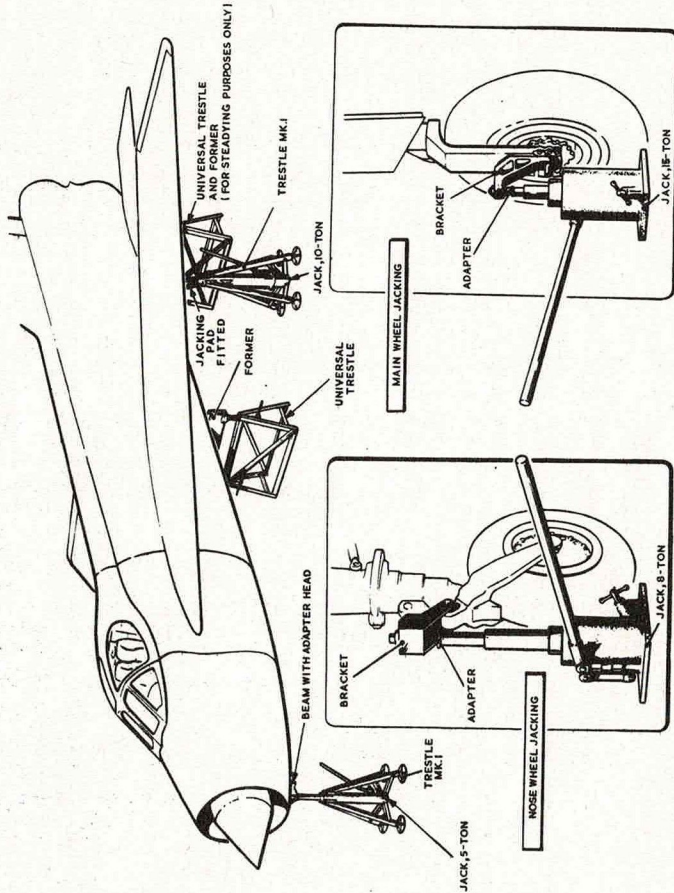


Fig.1 Jacking and trestling
MOD G.E.8041 incorporated

